# Q-358R7

# SVE BULLETIN

***SPECIAL VEHICLE ENGINEERING – FORD PRO BODY BUILDERS ADVISORY SERVICE***

Website: https://www.fordpro.com/en-us/upfit/publications/

## FORD PRO - VEHICLE INTEGRATION SYSTEM 2.0

| REVISION | UPDATE | REVISION DATE |
|---|---|---|
| Q-358R7 | UPDATE: Added 26MY Transit VIS Information and formatting | 14NOV2025 |
| Q-358R6 | UPDATE: ADDED THE CLARIFICATION "NOTE: Vehicle Integration System 2.0 Delete (Order Code 18Y) was only available only for 2023MY…" Ford Pro Link updated in Description/Overview Corrected revision number inversion | 24JAN2025 |
| Q-358R5 | R5 Updates: vehicle integration system 2.0 weblinks and part number updates | 22APR2024 |
| Q-358R4 | Replaced upfitter integration system (UIS) nomenclature with vehicle integration system 2.0, and minor formatting changes. | |
| Q-358R3 | R3 Updates include: revised cim vs. UIS nomenclature, added clarification for signal alignment with respect to SAE protocols on 23 & 24my vehicles, & added 'note' in FDRS tool guide appendix section. | 07DEC2023 |
| Q-358R2 | Formatting and clarification changes from prior version captured in blue font color. | 14NOV2023 |
| Q-358R1 | Updated with information regarding additional UIS capabilities & parts | 30JUN2023 |
| Q-358 | Initial release | 22FEB2023 |

**MODEL(S) AFFECTED:**

2023MY & Beyond SUPER DUTY PICKUP & CHASSIS CAB - equipped.

- Pickup: Vehicle Integration System 2.0 IS ***Optional*** - **Order Code 18A**
- Chassis Cab: (See Order Guide for Offering)
  - NOTE: Vehicle Integration System 2.0 **Delete** option, *Order Code 18Y,* was only available for 2023MY - t*his was a result of past supplier chip shortages.)*

2026MY Transit

- Chassis/Cutaway – Standard
- Cargo/Passenger Van – Optional, **Order Code 55A**

**DESCRIPTION / OVERVIEW:**

Introduced for the 2023MY Super Duty and 2026MY Transit, the new Ford Pro Vehicle Integration System 2.0 allows for Upfitter(s) to install or operate vocational upfits. This hardware/software solution allows to seamlessly integrate equipment on the truck. Upfitters with a FIN code can sign in and begin using the Vehicle Integration System 2.0 software by click on this link: https://www.fordpro.com/en-us/upfit/vehicle-integration-system-v2/ .

The Vehicle Integration System 2.0 consists of a hardware module that allows upfitters to access the vehicle J1939 Control Area Network (CAN) signals of a Vehicle Integration System 2.0 - equipped Super Duty/Transit and digitally connect the upfit to the truck. The upfitters can then use the cloud connected Upfit Logic Editor to program physical switches, digital soft buttons (Ford SYNC® 4), and alerts inside the cab. The common interface of the Vehicle Integration System 2.0 allows upfitters to deliver custom, consistent, and repeatable solutions to their customers.

Two-way communication between vehicle and the upfit becomes more streamlined and reliable. Peripheral devices – such as light bars, snowplows, salt spreaders, etc. – can be directly connected and controlled from soft buttons within the Ford SYNC 4 screens.** Vehicle Integration System 2.0 can be used to program dynamic interlocks that can help protect both equipment and crew, such as 'Vehicle Motion Inhibit Control' which prevents the driver from shifting out of park while vocation equipment is active.

(** Don't drive while distracted or while using handheld devices. Use voice-operated systems when possible. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones.)

Vehicle Integration System 2.0 equipped Super Duty/Transit can come from the factory ready to be upfit. This means no incremental hardware solutions from aftermarket suppliers, no more splicing into factory wiring harnesses, and no more running out of switches inside the cab. Instead, Vehicle Integration System 2.0 allows you to reduce the need to stock hardware while greatly expanding functionality.

**2023MY SUPER DUTY - VEHICLE INTEGRATION SYSTEM 2.0 BUILD PEDIGREE**

Vehicles Built with Vehicle Integration System 2.0 Feature **AFTER** June 12, 2023, have updated software and the following functionality:

- Vehicle Integration System 2.0 is composed of: Pigtail Harness/Blunt Cut-Jumper, Vehicle Integration System 2.0 Module - J1939 Output Signals Access, and customer customizable Output/Input Signals.
- Programmability via the Ford Vehicle Integration System 2.0 Desktop Tool (https://www.fordpro.com/en-us/upfit/vehicle-integration-system-v2) which allows for customizable soft switches on the Sync screen.

Vehicles Built with Vehicle Integration System 2.0 Feature **BEFORE** June 12, 2023, contains the following components and functionality:

- Vehicle Integration System 2.0 is composed of: Pigtail Harness/Blunt Cut-Jumper provided, Vehicle Integration System 2.0 Module - J1939 Signals Access, and J1939 Reference documents.

NOTE: Vehicle Integration System 2.0 Feature can be installed into a vehicle if it was not ordered/equipped from factory. To have Vehicle Integration System 2.0 Feature functional, the Vehicle Integration System 2.0 must be purchased via authorized Ford Dealer and installed into vehicle.

- Super Duty
  - Vehicle Integration System 2.0 Module:
    - Service Part Number: **PC3Z-14G372-E** (Ref. Engineering Part Number: PC3T-14G589-**CB**)
  - Vehicle Integration System 2.0 Module Pigtail Harness/Blunt Cut-Jumper:
    - Service Part Number: **PC3Z-14A303-B** (Ref. Engineering Part Number: PC3T-14A303-**DD**)
  - Required Fasteners:
    - W520100-S442 Nut, (3) Required.
- Transit
  - Vehicle Integration System 2.0 Module:
    - Service Part Number: **RK3Z-14G372-E** (Ref. Engineering Part Number: RK4T-14G589-AD)
  - Vehicle Integration System 2.0 Module Pigtail Harness/Blunt Cut-Jumper:
    - Service Part Number: **RK4T-14A303-ABC** (Ref. Engineering Part Number: RK4T-14A303-ABC)
  - I/O Jumper Harness:
    - Service Part Number: **SK4Z-14A303-D** (Ref. Engineering Part Number SK4T-14A303-BBC)
  - Required Fasteners:
    - W520100-S442 Nut, (3) Required.

NOTE: Pre-June 22, 2023, built Super Duty vehicles with Vehicle Integration System 2.0 Feature or vehicles with Vehicle Integration System 2.0 Feature installed post-factory build can use the Ford Vehicle Integration System 2.0 Desktop Tool for programming. To have the Ford Vehicle Integration System 2.0 Desktop Tool communication and function properly, the following modules must have their software updated to the latest levels: Vehicle Integration System 2.0, APIM, BCM, PCM, ECM/TCM, and ABS. Software update must be performed using the FDRS Tool – *PLEASE REFER TO THE APPENDIX SECTION OF THIS BULLEITN FOR FURTHER DETAILS*.

NOTE: *Super Duty Vehicle Integration System 2.0 Software Availability for Diesel engine is November 8, 2023 & Gas engine is December 1, 2023, and it will include the alignment of J1939 signals to SAE standard protocol.*

NOTE: For Vehicle Integration System 2.0 Module installation, refer to the APPENDIX section of this Bulletin.

**VEHICLE INTEGRATION SYSTEM 2.0 – INFORMATION & SUPPORT**

This Vehicle Integration System 2.0 website https://www.fordpro.com/en-us/upfit/vehicle-integration-system-v2 will provide information and support for fleet and upfitter communities with information about the Ford Vehicle Integration System 2.0. Below is a sampling of information that is available:

- ***Vehicle Integration System 2.0 Logic Software****:* Downloading the latest software version of the Ford Vehicle Integration System 2.0 to begin customizing your vehicles.
- ***Add VINs****:* Add VINs to deploy logic to vehicles. Once the VINs are added, the logic can be transferred to multiple vehicles.
- ***Quick Start Guide****:* Step-by-step guide to get you started with the logic software.
- ***Features & Signals****:* An overview of features, different input, and output signals on the Vehicle Integration System 2.0 (including CAN), and a summary of the different types of logic blocks available. *(J1939 CAN Read Signals, Logic Operators, SYNC Integration, Upfit Idle, and CAN write Signals)*
- ***Introductory Training****:* A detailed guide for getting started. This includes an overview of the logic tool functionality and examples illustrating the creation of logic.
- ***FAQs****:* Hardware/Software/Network Requirements, Vehicle Cable Connectivity, etc.

**FORD PRO VEHICLE INTEGRATION SYSTEM 2.0 ACCESS**
To obtain access to the information shown above, the upfitter/final stage manufacturer will need to have a valid (approved) **Fleet Identification Number** (**FIN**) and username/password. **If you are experiencing website Log/Sign-In issues OR need to validate and/or have questions about your upfitter FIN code please contact the Ford Pro Contact Center of Excellence (Ford Pro CCoE) at 1-800-34-FLEET (1-800-343-5338), Select 'Option 2'.** This is a 24/7 Assistance Hotline.

**If you do not have a valid FIN, please contact 1-800-34-FLEET (1-800-343-5338).**

**ELECTRICAL OVERVIEW:**
**IMPORTANT** – 2023MY Super Duty and 2026MY Transit have a new electrical architecture and includes CAN encryption. The new electrical architecture will no longer use the Gateway Module/OBDII connector, instead it will have a central gateway module connecting all the networks and provide channels via the standalone OBDII connector for diagnostic commands. CAN networks are no longer available from the OBDII connector.

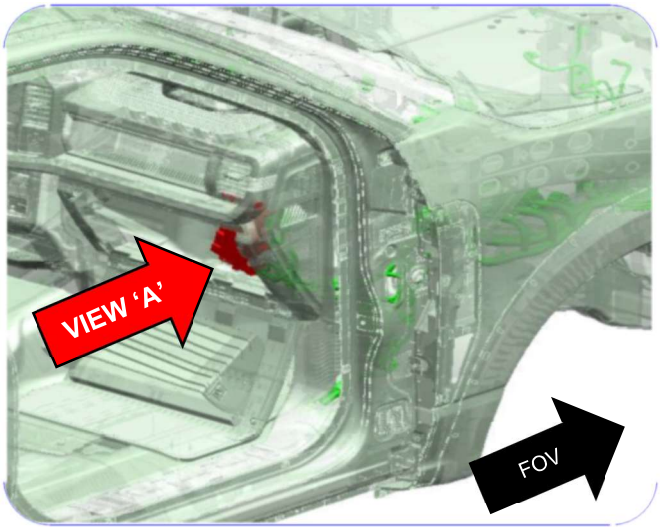
NOTE: ***The Super Duty and 2026MY Transit electrical architectures no longer provide a wired circuit for electronic park brake signal/status output.*** The electronic park brake signal/status output will be now available as a signal output for vehicles equipped with the Vehicle Integration System 2.0. (This signal would be equivalent to sending a diagnostic command to the ABS module for Park Brake status or gaining access to the vehicle CAN network and decode the message/signal.)

**VEHICLE INTEGRATION SYSTEM 2.0 MODULE - POWER ON/OFF STRATEGY:**
Vehicle Integration System 2.0 Module is always powered during 'Key-On' and 'Accessory' modes – Module will be 'wakened' *in a maximum of 5 seconds* and/or 'asleep' in coordination with the vehicle network systems (approximately 5 – 10 minutes). In 'Key-Off' mode, the Vehicle Integration System 2.0 Module will not transmit any constant signal(s).

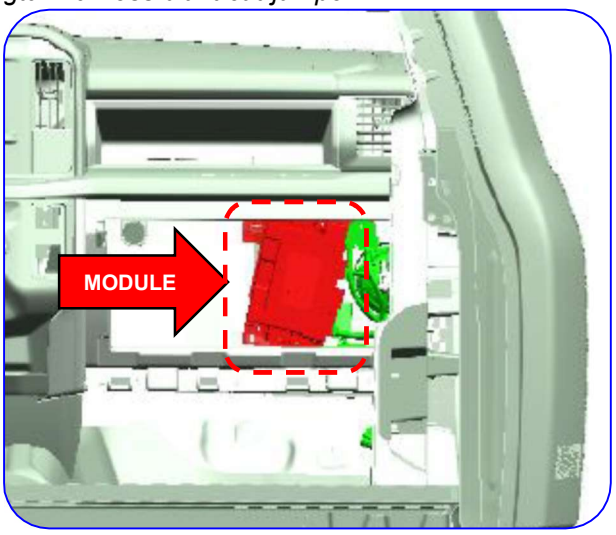
- WAKE FUNCTION: The 'wake' conditions are of two types:
  - a soft interruption (network management call from CAN) and
  - a circuit stimulation (any change of state inputs).
- ASLEEP FUNCTION: The trigger to go to sleep is based on the network management call from CAN network, this is dependent on conditions required for the module to sleep and/or 'Key-Off' mode.

**VEHICLE INTEGRATION SYSTEM 2.0 MODULE - LOCATION: (If Equipped From Factory)**
2023MY SUPER DUTY & Beyond **-** The Vehicle Integration System 2.0 Module is located in the interior of the vehicle passenger side, behind and below the lower glove compartment, along with Ford provided pigtail harness/blunt cut-jumper.

*NOTE: Functionality will be provided via the Ford Provided pigtail harness/blunt cut-jumper.*

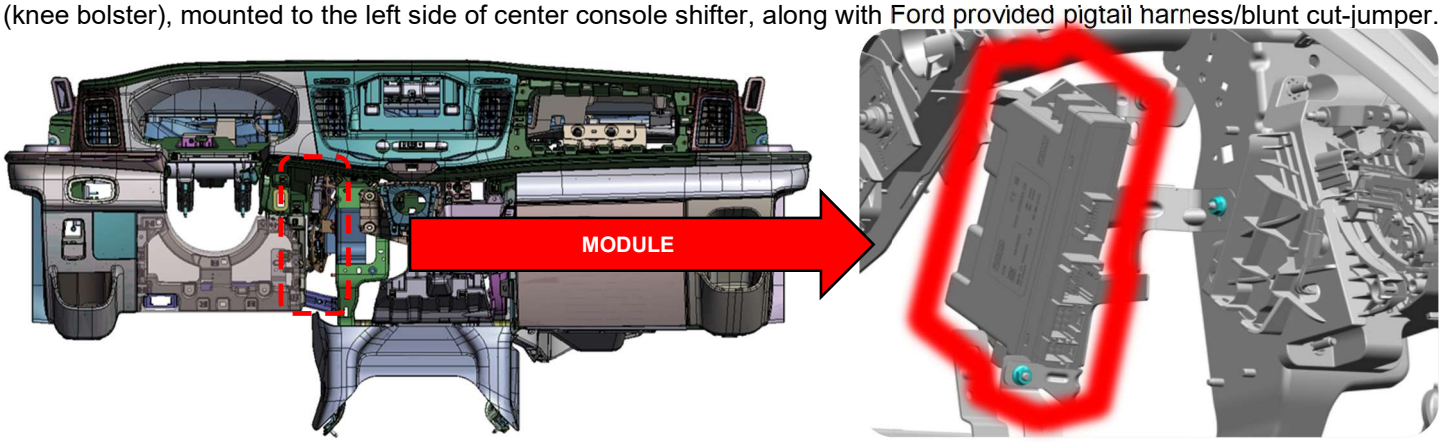


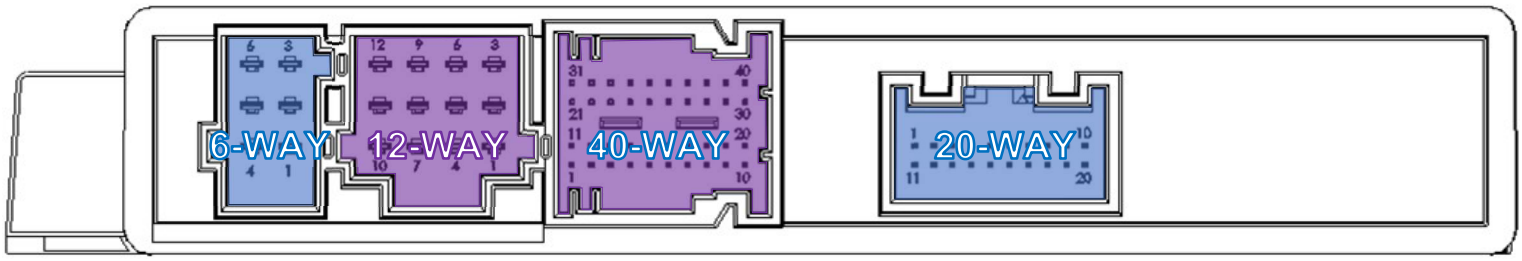
***PASSENGER SIDE OF VEHICLE SHOWN***



***VIEW IN 'A'***

2026MY Transit - The Vehicle Integration System 2.0 Module is located in the interior of the vehicle driver's side cockpit (knee bolster), mounted to the left side of center console shifter, along with Ford provided pigtail harness/blunt cut-jumper.




*REFERENCE - VEHICLE INTEGRATION SYSTEM MODULE*

*MODULE CONNECTOR VIEW*

**VEHICLE INTEGRATION SYSTEM 2.0 MODULE - J1939 OUTPUT SIGNALS:**
Below is the sample list of currently available J1939 signals.

NOTE:

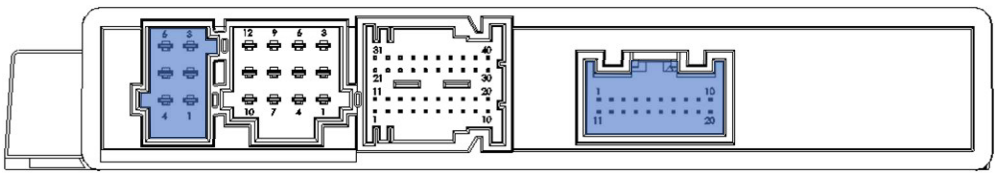
- For 2023MY Super Duty vehicles only, J1939 signals were not aligned with the SAE standard signal protocols.
  To update the vehicle with the aligned SAE standard signals, please follow the procedure referenced in Appendix 'A' of this Bulletin.
- For 2024MY Super Duty, the J1939 signals have been aligned to SAE standard signal protocols and do not require FDRS update.

| J1939 SIGNALS | | |
|---|---|---|
| ABS Active | Day | Vehicle Inhibit Motion |
| Ambient Air Temperature | Hours | Auxiliary Digital Input 1 Status |
| Air Conditioner Compressor | Minutes | Auxiliary Digital Input 2 Status |
| Accelerator Pedal Position | Seconds | Auxiliary Digital Input 3 Status |
| HVAC Recirculation Switch | Year | Auxiliary Digital Input 4 Status |
| Battery Current | Headlamp Low Switch Status | Auxiliary Digital Input 5 Status |
| Battery Voltage | Headlamp High Switch Status | Auxiliary Digital Input 6 Status |
| Battery Temperature | Headlamp Light Switch Status | Auxiliary Digital Input 7 Status |
| Brake Switch | Front Blower Speed | Auxiliary Digital Input 8 Status |
| Battery State of Charge | Ignition Status | Auxiliary Digital Input 9 Status |
| Cruise Control Mode | Man Rgen Soot | Auxiliary Digital Input 10 Status |
| Day Running Light | Max Defroster Switch Status | Auxiliary Digital Input 11 Status |
| Door 1 Status | Odometer Master Value | Auxiliary Digital Input 12 Status |
| Hood Status | Oil Pressure Warning | Auxiliary Digital Input 13 Status |
| Door 2 Status | Perimeter Alarm Status | Auxiliary Digital Input 14 Status |
| Door 3 Status | Park Brake Switch Status | Auxiliary Digital Input 15 Status |
| Door 4 Status | Park Brake Status | Auxiliary Digital Input 16 Status |
| Door 5 Status | Park Light Headlamp Status | Auxiliary Digital Output 1 Status |
| MIL Lamp | Regenerative Braking Status | Auxiliary Digital Output 2 Status |
| Emergency Light Siren | Second Row Passenger Buckle Status | Auxiliary Digital Output 3 Status |
| Engine Status | Second Row Driver Buckle Status | Auxiliary Digital Output 4 Status |
| Engine Speed | Second Row Driver Middle Buckle Status | Auxiliary Digital Output 5 Status |
| Engine Coolant Temperature | Second Row Middle Buckle Status | Auxiliary Digital Output 6 Status |
| Engine Oil Temperature | Second Tow Passenger Middle Buckle Status | Auxiliary Digital Output 7 Status |
| Powertrain Status | Steering Wheel Angle | Auxiliary Digital Output 8 Status |
| First Row Driver Buckle Status | Stop Lamp Brake Request | Automatic Engine Idle Shutdown Override |
| First Row Passenger Buckle Status | Third Row Driver Buckle Status | Wheel Based Vehicle Speed |
| Front Fog Light Status | Third Row Middle Buckle Status | Vehicle Identification Number |
| Rear Fog Light Status | Third Row Passenger Buckle Status | Acceleration Rate |
| Fuel Level Percentage | Tire Pressure | Long Rate |
| Oil Transmission Temperature | Park System | Roll Rate |
| Neutral Gear | Left Turn Light Status | Vertical Rate |
| Current Gear | Right Turn Light Status | Yaw Rate |
| Select Gear | Hazard Light Switch Status | Front Wiper Switch Status |

**VEHICLE INTEGRATION SYSTEM 2.0 MODULE - J1939 OUTPUT CUSTOMER CAN-SIGNAL ACCESS:**

1. To Access the Vehicle Integration System 2.0 Module and Connectors, please reference the Motorcraft Service Procedure, www.motorcraftservice.com for respective vehicle.

2. With access to the module, reference the Vehicle Integration System 2.0 Module and 2 connectors: 20-Way & 6-Way (image highlighting below)



***MODULE CONNECTOR VIEW***

3. Disconnect both the 20-Way and 6-Way from the module to ensure no power is being delivered to module. (Reference Super Duty Body Builder Layout Book for circuits/pin-outs details.)

4. The 20-Way circuits will be used to access the J1939 signals. Focusing on the 20-Way connector, carefully begin to unravel/unwrap the flocked tape around the harness such that enough workable length is available to expose the wire circuits. Stow away the unraveled/unwrapped flock tape so it can be reused for re-installation later.

5. Locate the J1939 wired circuits 3 & 4 (wire 3 CAN '+ ' GN/BU & wire 4 CAN ' – ' GY/BU). These 2 circuits will be used in order to perform the cut and splice to obtain the signals.

   *NOTE: The circuits remaining in the harness will not be used and no longer need to be connected. Recommend taping the circuits back securely and stowed away from the splice.*

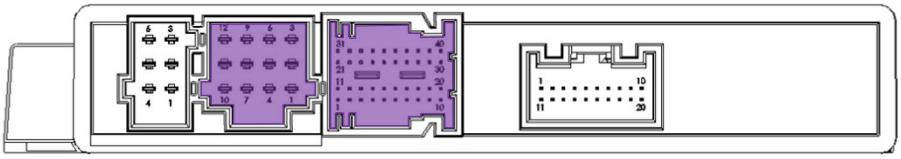
*NOTE: Follow the Ford approved procedure for soldering circuits to complete the splice. These are CAN network circuits that are a twisted pair, and for the added length ensure it meets the twists per foot requirement (4 twists per 50mm)*

6. Complete the splice, following the Ford Repair Guidelines, rewrap the flock tape removed (Step 4) or use an acceptable substitute ensuring that circuits are wrapped within 50mm from the back of the connector.

7. Reconnect the 20-way, and 6-way to the Module.

8. Reinstall the Vehicle Integration System 2.0 Module, and other parts removed by following the reinstallation procedure outlined in Motorcraft Service Procedure, www.motorcraftservice.com.

## VEHICLE INTEGRATION SYSTEM 2.0 MODULE - OUTPUT CUSTOMER CAN-SIGNAL ACCESS:



*MODULE CONNECTOR VIEW*

The following sample list of Channel/Signal Outputs for the 40-Way and 12-Way.

**40-WAY PINOUT (PU5T-14489 -MA)**

| Cavity | Circuit | Color | Alt. Name | Signal Name | Description |
|---|---|---|---|---|---|
| 1 | CAC37A | YE/GN | LSD 1 | MFA_15 | LS Switch Output 0.5A, PWM |
| 2 | CAC39A | YE/VT | LSD 2 | MFA_16 | LS Switch Output 0.5A, PWM |
| 3 | CAC41A | GY/BN | LSD 3 | MFA_13 | LS Switch Output 1A, PWM |
| 4 | - | - | - | - | - |
| 5 | - | - | - | - | - |
| 6 | - | - | - | - | - |
| 7 | CAC20A | BU/GN | DAH 1 | MFE_17 | Digital Input, high active |
| 8 | CAC22A | GN/WH | DAH 2 | MFE_19 | Digital Input, high active |
| 9 | CAC24A | BU/GY | DAH 3 | MFE_21 | Digital Input, high active |
| 10 | CAC26A | GN/VT | DAH 4 | MFE_23 | Digital Input, high active |
| 11 | CAC43A | VT/GY | LSD 4 | MFA_17 | LS Switch Output 0.5A, PWM |
| 12 | CAC45A | WH/VT | LSD 5 | MFA_18 | LS Switch Output 0.5A, PWM |
| 13 | CAC47A | VT/OG | LSD 6 | MFA_14 | LS Switch Output 1A, PWM |
| 14 | - | - | - | - | - |
| 15 | - | - | - | - | - |
| 16 | - | - | - | - | - |
| 17 | CAC28A | BU/BN | DAH 5 | MFE_18 | Digital Input, high active |
| 18 | CAC30A | YE/BU | DAH 6 | MFE_20 | Digital Input, high active |
| 19 | CAC32A | GN/OG | DAH 7 | MFE_22 | Digital Input, high active |
| 20 | CAC34A | GN | DAH 8 | MFE_24 | Digital Input, high active |
| 21 | CAC54A | BN/GN | HSD 10 | MFA_11 | HS Switch Output 0.5A, PWM, Supply_2 |
| 22 | CAC68A | BN/YE | HSD11 | MFA_12 | HS Switch Output 0.5A, PWM, Supply_2 |
| 23 | CAC19A | BU | DAL 1 | MFE_9 | Digital Input, low active |
| 24 | CAC21A | GY | DAL 2 | MFE_11 | Digital Input, low active |
| 25 | CAC23A | GY/YE | DAL 3 | MFE_13 | Digital Input, low active |
| 26 | CAC25A | VT/WH | DAL 4 | MFE_15 | Digital Input, low active |
| 27 | VAC01A | WH/BN | ANL IN 1 | MFE_1 | Analog Input |
| 28 | VAC02A | GY/OG | ANL IN 2 | MFE_3 | Analog Input |
| 29 | VAC03A | WH/OG | ANL IN 3 | MFE_5 | Analog Input |
| 30 | VAC04A | YE | ANL IN 4 | MFE_7 | Analog Input |
| 31 | CAC69A | BU/GN | HSD 12 | MFA_9 | HS Switch Output 0.5A, PWM, Supply_1 |
| 32 | CAC70A | VT/GN | HSD 13 | MFA_10 | HS Switch Output 0.5A, PWM, Supply_1 |
| 33 | CAC27A | WH/GN | DAL 5 | MFE_10 | Digital Input, low active |
| 34 | CAC29A | GY/VT | DAL 6 | MFE_12 | Digital Input, low active |
| 35 | CAC31A | VT/BN | DAL 7 | MFE_14 | Digital Input, low active |
| 36 | CAC33A | GY/BU | DAL 8 | MFE_16 | Digital Input, low active |
| 37 | VAC05A | GN/BN | ANL IN 5 | MFE_2 | Analog Input |
| 38 | VAC06A | YE/VT | ANL IN 6 | MFE_4 | Analog Input |
| 39 | VAC07A | BN/BU | ANL IN 7 | MFE_6 | Analog Input |
| 40 | VAC08A | YE/OG | ANL IN 8 | MFE_8 | Analog Input |

**12-WAY PINOUT (PU5T-14489-LA)**

| Cavity | Circuit | Color | | Signal Name | Description |
|---|---|---|---|---|---|
| 1 | CAC38A | BU/BN | | MFA_7 | HS Switch Output 5A, Supply_2 |
| 2 | CAC40A | BN/GN | | MFA_5 | HS Switch Output 5A, Supply_1 |
| 3 | CAC42A | WH/BN | | MFA_6 | HS Switch Output 5A, Supply_1 |
| 4 | CAC44A | WH/OG | | MFA_8 | HS Switch Output 5A,Supply_2 |
| 5 | CAC46A | GY/OG | | MFA_4 | HS Switch Output 10A, Supply_2 |
| 6 | CAC48A | WH/GN | | MFA_1 | HS Switch Output 5A, Supply_1 |
| 7 | CAC50A | VT/GN | | MFA_3 | HS Switch Output 5A, Supply_2 |
| 8 | WAC64A | BU | | MFA_20 | HB_1 Output 5A, Supply_1 |
| 9 | WAC65A | YE/GY | | MFA_19 | HB_1 Output 5A, Supply_1 |
| 10 | WAC66A | VT/BN | | MFA_22 | HB_2 Output 5A, Supply_2 |
| 11 | WAC67A | GN/VT | | MFA_21 | HB_2 Output 5A, Supply_2 |
| 12 | CAC51A | BU/OG | | MFA_2 | HS Switch Output 10A, Supply_1 |

For every input into Vehicle Integration System 2.0 Module, the voltage range must be within the recommend minimum and maximum range, refer to the Ford Pro™ | Commercial Fleet Vehicles, Services & Telematics website, https://www.fordpro.com/en-us/upfit/vehicle-integration-system-v2 .

For every Pulse Width Modulation (PWM), the maximum and minimum frequencies should be within the recommended high and low amperage outputs, refer to the Ford Pro website, https://www.fordpro.com/en-us/upfit/vehicle-integration-system-v2 .

**NOTE:** Vehicle Integration System 2.0 Module Grounding - recommendation is that the module must be grounded up to 40 Amps, and additional grounds to be routed/connected to chassis/frame. IT IS NOT RECOMMENDED TO UTILIZE EXISTING OEM GROUNDS, follow recommended grounding guidelines in General Body Builder Layout Book or www.motorcraftservice.com).

**NOTE**: During vehicle cranking and/or stop-start function, the voltage may drop below 9-Volts, Vehicle Integration System 2.0 Feature will momentarily become interrupted (pause in functionality), until the voltage is recovered, and Vehicle Integration System 2.0 Module will resume.

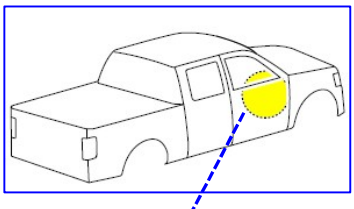
Refer to the Body Builder Layout Book for additional guidelines and recommendations. If you have any questions, please contact the Ford Body Builders Advisory Service as shown in the header of this bulletin.

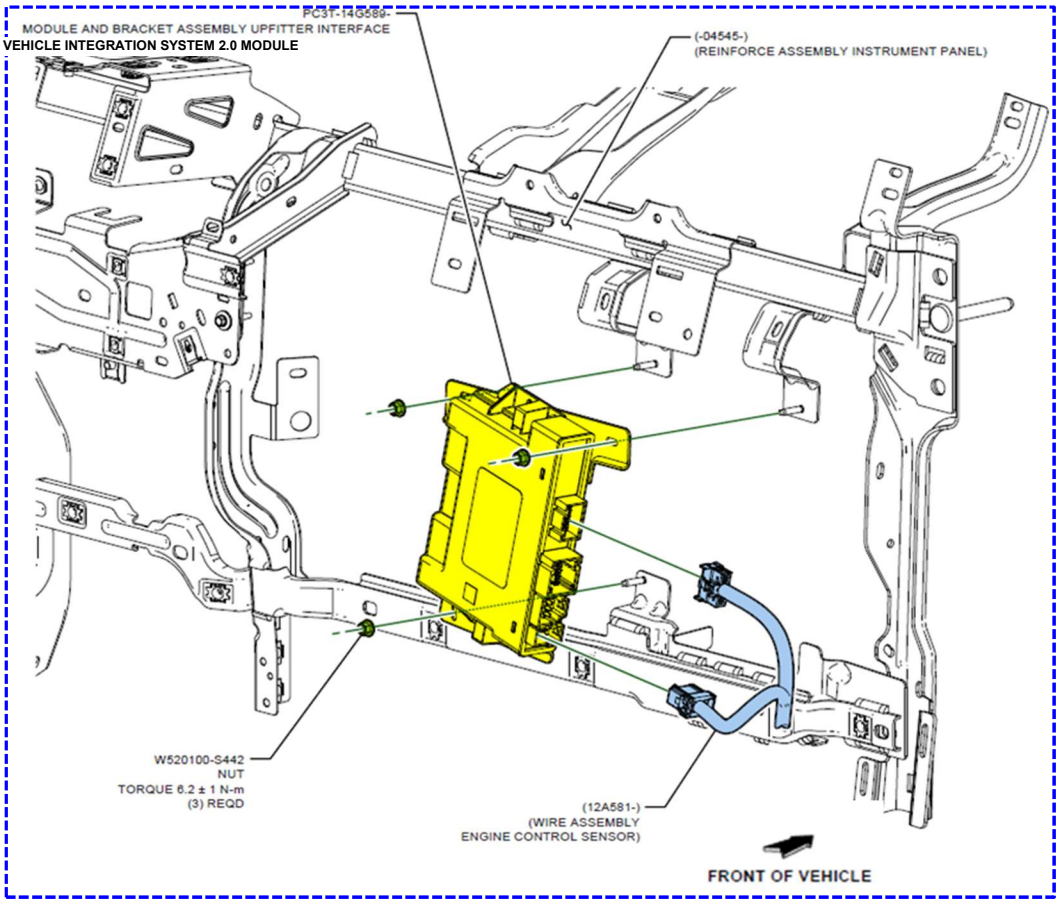
**APPENDIX**

**VEHICLE INTEGRATION SYSTEM 2.0 MODULE INSTALLATION FOR MODULES NOT EQUIPPED FROM FACTORY**:

**SUPER DUTY**

1. Follow the Battery Disconnect procedure as outlined in Motorcraft Service, https://www.motorcraftservice.com/
2. Module installation location is in the interior of the vehicle, passenger side, behind and below the lower glove compartment.
3. Install the module onto the three studs (reference image below), and secure the Module with Qty: (3), W520100-S442 Nuts with torque specification of 6.2 +/- 1 N-m.
4. Securely plug-in the 6-Way and 20-Way mating connectors from the 12A581 wiring harness into Module.
5. Re-install the Lower Glove Box
6. Follow the Battery Connect procedure and torque specifications as outlined in Motorcraft Service, https://www.motorcraftservice.com/





**TRANSIT (2026MY & Beyond)**

1. Follow the Battery Disconnect procedure as outlined in Motorcraft Service, https://www.motorcraftservice.com/

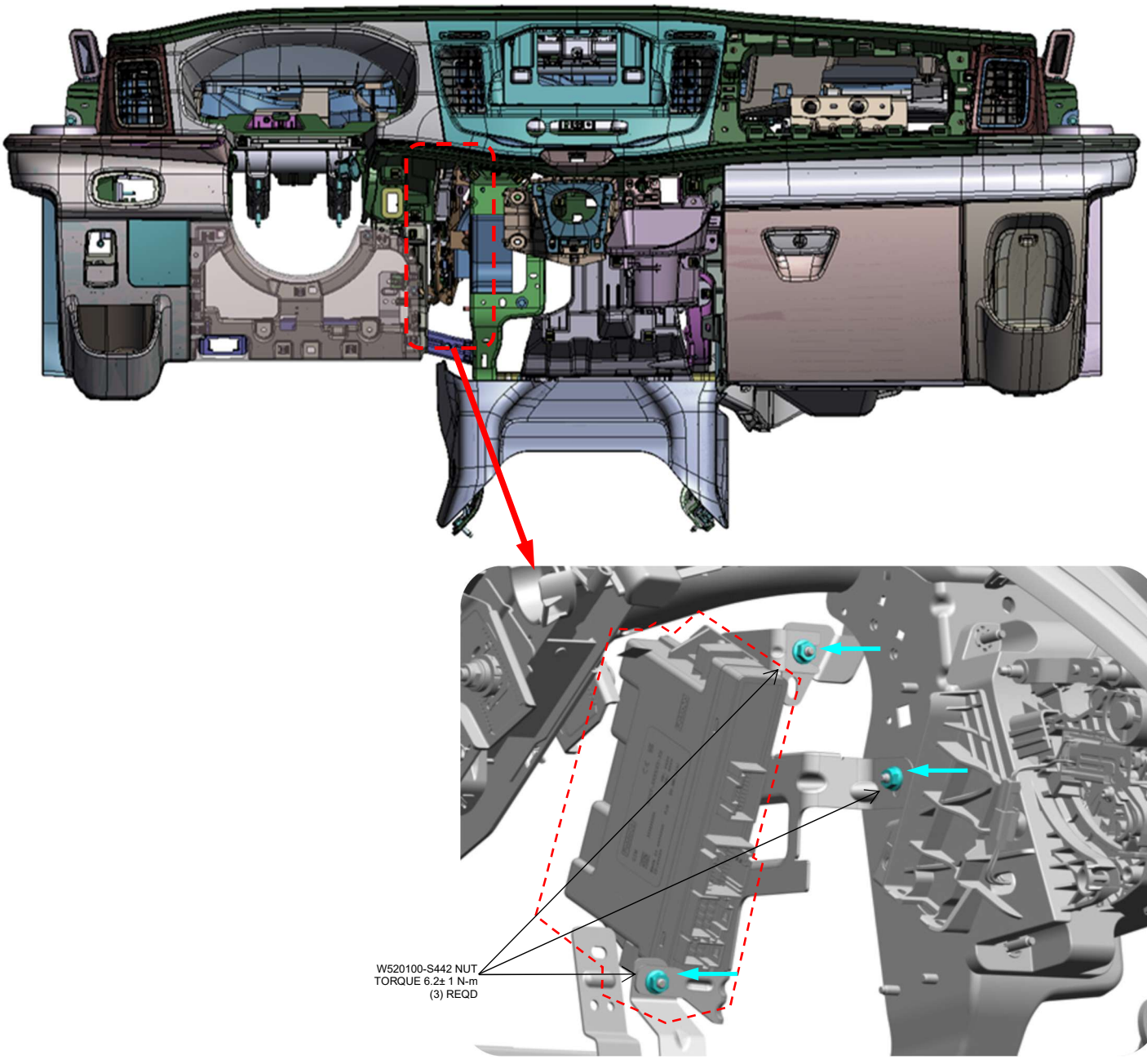
2. Module installation location is in the interior of the vehicle driver's side cockpit (knee bolster), mounted to the left side of center console shifter.

3. Install the module onto the three studs (reference image below), and secure the Module with Qty: (3), W520100-S442 Nuts with torque specification of 6.2 +/- 1 N-m.

4. Securely plug-in the 6-Way and 20-Way mating connectors from the 12A581 wiring harness into Module.

5. Re-install remove parts.

6. Follow the Battery Connect procedure and torque specifications as outlined in Motorcraft Service, https://www.motorcraftservice.com/



## ASSUMPTIONS

This document assumes that the operators or installers using this guide already have access to the FDRS system and the associated tool necessary to operate the system. This guide does not go over anything related to access to the tool, logging into the tool, or some of the basic operations. If you are reading this and do not have access to the FDRS tool, please contact your dealer for support.

## PREREQUISITES FOR JOB 1 VEHICLES AND VEHICLES WITHOUT VEHICLE INTEGRATION SYSTEM 2.0 MODULES (SUPER DUTY)

Before any work can begin on properly updating your Super Duty to the latest Upfitter software level and/or installing a Vehicle Integration System 2.0 Module, the vehicle needs to be updated to the latest software on a variety of modules. If your vehicle has had an active Ford Pro subscription and been enrolled in auto-updates, these updates may be completed for you.

**NOTE**: Procedure can be applied to 2026MY Transits and Beyond.

**NOTE**: Vehicle Integration System 2.0 module is identified as the ***UCIM*** in the FDRS Tool.

Vehicle Identification
Toolbox
Measurement Toolbox
Pause Record
Stop Record
Add Comment
Network Test Results
Not Responding
Responded Positively
Responded Negatively
CMDTCs detected
Historical DTCs
Data Issue
Rerun Network Test
Download All
Network
ECU
Description
FD1 ABS Anti-Lock Brake System
HS3 ACM Audio Front Control Module
HS3 APIM SYNC Module
HS2 ATCM All Terrain Control Module
FD1 AWD All-Wheel Drive
FD1 BCM Body Control Module
FD1 BCMC Body Control Module C
FD3 CCM Cruise Control Module
HS2 DCACA Direct Current/Alternating Current Converter Module A
FD3 DDM Driver Door Module
MS1 DSM Driver Front Seat Module
HS3 DSP Audio Digital Signal Processing Module
HS1 GWM Gateway Module A
HS3 HUD Head Up Display
MS1 HVAC Heating, Ventilation And Air Conditioning
HS3 IPC Instrument Panel Cluster
FD3 IPMA Image Processing Module A
All
Favorites
Offline
Multi-Module
SW Updates
Programmable Features
Guided Routines
BCM - Body Control Module (BCM) Software Update
GWM - Gateway Module A (GWM) Software Update
APIM - SYNC Module [APIM] Software Update
IPC - Instrument Panel Cluster (IPC) Software Update
UCIM - Upfitter Customization Interface Module (UCIM) Software Update
DCACA - Direct Current/Alternating Current Converter Module A (DCACA) Software Update
Download
FDRS checks the software level in all modules during Vehicle ID.
If a software update is available for any module, then the tool needed to download and install the update will be shown above.
Additional module software updates may become available once software updates listed above are completed, and some modules may require multiple updates. If directed to perform module software updates by a service publication, follow the instructions closely to ensure affected modules are updated to the latest levels.
1FT8W2BT0PEC00202 F-SUPER DUTY 6.7L 4V V8 T/C Diesel
FDRS R38.5.5
Connected to Device
13.5V

Please install the updates available for the following modules:

- BCM
- APIM
- GWM
- ABS
- PCM
- TCM
- TCU

Some of these updates may not appear until after a prerequisite upgrade is completed. Particularly the APIM update may not be visible until a GWM or TCU update has been performed. DO NOT PERFORM THE VEHICLE INTEGRATION SYSTEM 2.0 UPDATE AT THIS TIME.

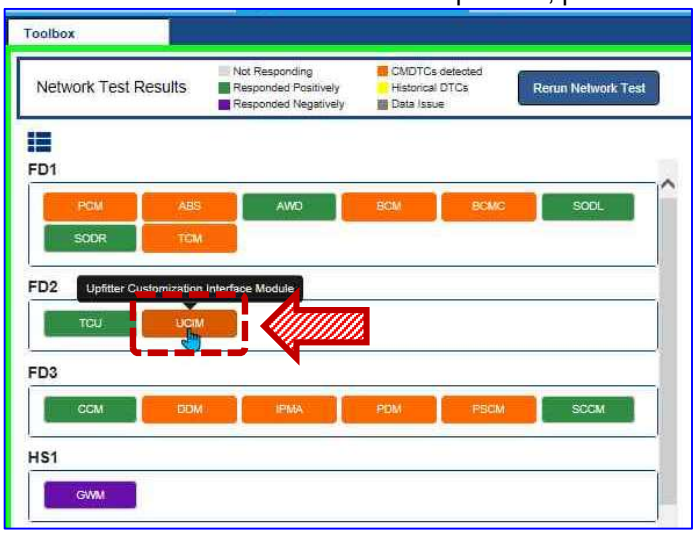
These updates are required for the update to the Vehicle Integration System 2.0 Module to ensure complete functionality of the Upfitter Feature on your Super Duty. If you have many vehicles to update, it may be prudent to activate the Software Update section of each vehicle in the Settings menu of the touch screen to minimize the time required when updating the other modules via the tool.

## INSTALLING A VEHICLE INTEGRATION SYSTEM 2.0 MODULE

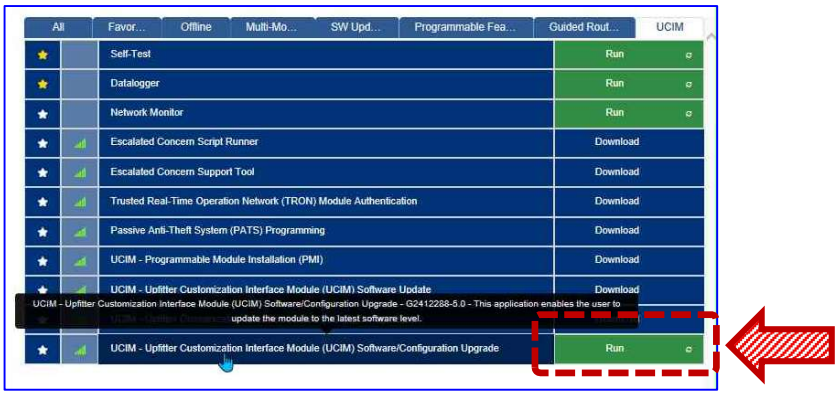
Please see the previous appendix article for an overview of how to install a Vehicle Integration System 2.0 module. Once your module is installed, please proceed to the next step of this document.

## UPDATING THE VEHICLE INTEGRATION SYSTEM 2.0 FEATURE

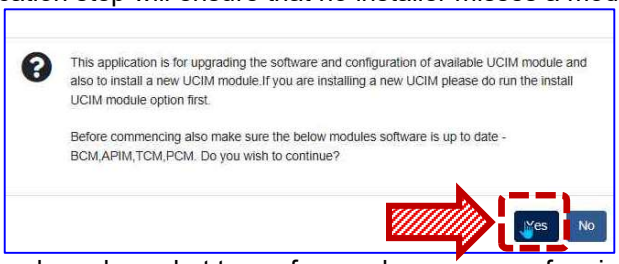
Using the FDRS tool, under the FD2 Header, you should see the Vehicle Integration System 2.0 Module, highlighted in orange. If you do not see a Vehicle Integration System 2.0 Module in the listing, please verify that they module has been installed correctly and that a network retest has been run. If the issue persists, please contact support.



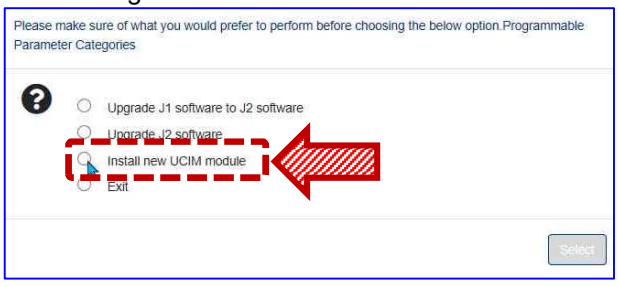

Please click on the orange Vehicle Integration System 2.0 icon. On the right-hand side, please select “Vehicle Integration System 2.0 – Upfitter Customization Interface Module (Vehicle Integration System 2.0) Software\Configuration Upgrade”. You may click it anywhere in the blue box. This will begin the process of updating the Vehicle Integration System 2.0 Feature of your vehicle.




Once the application has been selected, you will see a prompt confirming that you have updated the other modules mentioned above. This extra verification step will ensure that no installer misses a module before beginning the upgrade.


This application is for upgrading the software and configuration of available UCIM module and also to install a new UCIM module.If you are installing a new UCIM please do run the install UCIM module option first.
Before commencing also make sure the below modules software is up to date - BCM,APIM,TCM,PCM. Do you wish to continue?
Yes
No

From here, you will be given a choice based on what type of upgrade you are performing. The steps for all three are similar and differences will be noted in the text below. The three options are: Upgrade a Job 1 vehicle to Job 2 Software Levels, install a Vehicle Integration System 2.0 in a vehicle, or Update a vehicle that was already at Job 2 level with the latest software level including updates and bug fixes.


Please make sure of what you would prefer to perform before choosing the below option.Programmable Parameter Categories
Upgrade J1 software to J2 software
Upgrade J2 software
Install new UCIM module
Exit
Select

From here, a series of prompts and acknowledgements that need to be clicked through before proceeding. Please read each prompt carefully and confirm the questions being asked of you. Please connect the vehicle to a suitable external power supply before proceeding.

The prompts may ask you to key the ignition on and off, please follow all prompts as instructed.

**J1939 CONSIDERATIONS**

The latest update for the Vehicle Integration System 2.0 Module changes the mappings of the J1939 network to resolve any signal inversion issues that were previously present in the network. If you had previously adapted components or software to work with the previous J1939 mappings, you may need to adapt your software or components to the new mappings.

**CONCLUSION**

Once the installation is complete you will see this screen:

When this is shown, your vehicle has been updated appropriately! Please enjoy the enhanced upfitter functionality. Please contact support in the case of any issues.